



Iron City Promotions

MOPAR MADNESS

CHRYSLER, DODGE, OR PLYMOUTH ONLY

MOST IMPORTANT RULES

1. **CHEATING WILL GET YOU LOADED**-PLATES THAT ARE HIDDEN; FRAME WELDS NOT STATED IN RULES; PINNING OF FRAME RAILS; HIDDEN TRANS BRACES.
2. ANY YEAR CHRYSLER, DODGE, PLYMOUTH CARS ONLY PERMITTED. NO FULL FRAME CHRYSLER, DODGE, OR PLYMOUTH CARS. LIMITED TO Y FRAME CARS, SHOCKERS, PINCH FRAME CARS. NO 67-73 IMPERIAL SUBFRAME SWAPS.
3. NO PAINTING OF INNER OR OUTER FRAMES. IF OFFICIALS CAN'T VISIBLY TECH THE INNER AND OUTER FRAME-DUE TO PAINT-CAR WILL NOT BE TECHED.
4. OFFICIALS DECISIONS ARE FINAL.

FENDERS / ¼ PANELS

1. (4) 3/8" MAX BOLTS PER FENDER / ¼ PANEL WITH 3/8" MAX STORE BOUGHT WASHERS.
2. 4 BOLTS, 8 WASHER, 4 NUTS PER FENDER / ¼ PANEL, THROUGH SHEET METAL ONLY.
3. NO ADDED BRACKETS OR NEW FACTORY BOLT LOCATIONS.
4. IF REPLACING FACTORY BOLTS, USE NOTHING LARGER THAN 3/8" BOLTS/WASHERS/NUTS.
5. MAY CREASE/PACK/PRE-DENT REAR QUARTERS AND FENDERS, BUT NO WELDING OR DOUBLING.
6. IF YOU USE LARGER BOLTS AND WASHERS, YOU LOSE THE BOLTS AND WASHERS.
7. QUARTERS MUST REMAIN UPRIGHT. NO WEDGING
8. LOWER ¼'S CAN BE FOLDED UNDER AND BOLTED WITH (3) 3/8 BOLTS AND WASHERS.

HOOD

1. 6 TOTAL ATTACHMENT POINTS.
2. MAY USE 1" ALL THREAD THROUGH THE FRONT 2 BODY MOUNTS (RAD SUPPORT MOUNTING HOLES), THIS COUNTS AS 2 ATTACHMENT POINTS. THE OTHER 4 MUST BE SHEET METAL TO SHEET METAL WITH NO LARGER THAN A ½" X 5" BOLT.
3. ALL HOOD WASHERS NOT TO EXCEED 4" X 4" X ¼", FLAT OR ANGLE.
4. (14) 3/8" BOLTS/NUTS/WASHERS MAY BE USED TO SECURE WEBBING PER HEADER OPENING ON HOODS. CAN'T EXCEED (14) BOLTS TOTAL ON THE ENTIRE HOOD.
5. HOOD HINGES MUST REMAIN FACTORY OR BE REMOVED.

ROOF

1. NO SEAM WELDING OR BOLTING UNLESS SPECIFIED.

DOORS

1. (6) TOTAL SPOTS OF WELD PER DOOR ON ALL EXTERIOR DOOR SEAMS. MUST BE INDIVIDUAL 3"X3"X1/4" PLATES. DRIVERS DOOR CAN BE WELDED SOLID.
2. MAY REINFORCE DRIVERS AND PASSENGER FRONT DOORS ON THE INSIDE ONLY. NO MORE THAN 3" PAST DOOR SEAMS. NO THICKER THAN 1/4" STEEL.

TRUNK

1. YOU GET (16) 3" WELDS TOTAL ON EXTERIOR TRUNK SEAMS. MUST BE INDIVIDUAL 3"X3"X1/4" PLATES.
2. SPEAKER DECK MUST REMAIN IN FACTORY LOCATION-DO NOT REMOVE. IF SPEAKER DECK IS REMOVED YOU LOSE THE TRUNK SEAM WELDS COMING ACROSS THE BACK OF THE TRUNK LID.
3. 12" HOLE IN THE TOP CENTER OF THE TRUNK LID. IF WE CAN'T SEE BEHIND THE WHEELS OR ABOVE THE REAR FRAME RAILS, YOU'LL BE ASKED TO CUT ANOTHER HOLE-YOU WON'T LIKE.

4. MAY BE DISHED NO MORE THAN 6" IN THE CENTER FOR VISIBILITY-THIS INCLUDES SPEAKER TRAY.

RUST

1. RUSTED AREA MUST BE REMOVED, ½" OVERLAP FROM NEW METAL TO OLD METAL, NEW RUST PATCHES MAY NOT OVERLAP. YOU MUST BUT WELD, USING YOUR STITCH WELD. DON'T STAGGER THE WELDS ON TWO PATCHES TO HAVE ONE CONTINUOUS WELD BETWEEN TWO PATCHES.
2. NEW METAL NOT TO EXCEED FACTORY THICKNESS.
3. MUST BE WELDED 1" ON 1" OFF-ABUSE IT, YOU'LL LOSE IT-ZERO TOLERANCE.

FLOOR PAN

1. ALL RUST REPAIR STATED IN RUST SECTION APPLIES.
2. NO DOUBLING OF FLOOR PANS.

BODY MOUNTS

1. REPLACE WITH 1/2" MAX SIZE BOTS 5" MAX IN LENGTH. (TOP SIDE FRAME TO BODY).
2. 3" X 3" X 1/4" FREE FLOATING WASHERS MAY BE USED TO SECURE THE BODY TO THE FRAME.
3. MUST HAVE 1" MINIMUM FREE FLOATING INDIVIDUAL SPACERS BETWEEN THE BODY AND FRAME. 3" X 1/4" MAX ROUND OR SQUARE TUBING. NO ADDED BODY MOUNTS. YOU MAY NOT RELOCATE ANY OF THE FACTORY BODY MOUNTS.
4. IF YOU CHANGE THE MOUNT YOU MUST MAINTAIN THE 1" GAP.

WINDOWS

1. TWO 3" X 3/8" FLAT WINDOW BARS IN THE FRONT WINDOW ONLY.
2. REAR WINDOW BAR CAN BE 2X2X1/4" MAX.
3. 3" OF ATTACHMENT ON TOP AND BOTTOM.
4. WINDOW BAR MOUNTED WITHIN 3" OF WINDOW OPENING.

5. WINDOW BAR CAN'T COME IN CONTACT WITH HALO, ROOF SIGN, OR HALO BRACING.

CORE SUPPORT

1. FILL THE OPENING IN FRONT OF RADIATOR WITH 1/8" STAMPED/CUT RAD GUARD. RAD GUARD CANT FOLD OVER THE TOP OF THE FACTORY RADIATOR SUPPORT. MUST REMAIN WITHIN THE CORE SUPPORT BODY MOUNTS. MAY ONLY BE BOLTED WITH (6) 3/8" BOLTS MAX.
2. SPACERS CAN'T EXCEED 3X3 TUBING. NO WELDING AT ALL ON CORE SUPPORT SPACERS.
3. NO SEAM WELDING ON THE CORE SUPPORT.

INTERIOR CAGE

1. 4 POINT CAGE, 6" MAX MATERIAL MAX.
2. DASH BAR MUST BE 6" FROM THE FIREWALL AND/OR TRANS TUNNEL.
3. REAR SEAT BAR NO FURTHER BACK THAN THE REAR KICK PANEL, 6" OFF FLOOR.
4. MAY HAVE CENTER BAR 3" MAX AND 6" FROM ALL SHEET METAL.
5. 32" WIDE GAS TANK PROTECTOR; 6" MAX MATERIAL; NO GAP NEEDED AT THE REAR SEAT SHEET METAL. DO NOT MANIPULATE THE REAR SEAT SHEET METAL FOR GAS TANK PROTECTOR. GAS TANK PROTECTOR CANT BE ANY HIGHER THAN THE GAS TANK ITSELF. NO OVERSIZED GAS TANKS.
6. ROLL BAR, 6" MAX MATERIAL, STRAIGHT UP-STRAIGHT ACROSS AND NO FURTHER BACK THAN THE KICK PANEL. IF WELDING TO THE FLOOR IT MUST BE WELDED TO FLOOR SHEET METAL ONLY NOT THE FRAME. HALO CAN BE BOLTED TO THE ROOF IN (2) SPOTS. NO TAILS OFF OF HALO. BOLTS MUST GO DIRECTLY THROUGH THE HALO BAR.
7. INNER CAGE CORNERS MAY BE GUSSETED. GUSSETS CAN'T COME IN CONTACT WITH ANY SHEET METAL PERIOD.
8. NO KICKERS!
9. DOOR BARS CAN'T BE ANY FURTHER FORWARD THAN THE INSIDE OF THE FIREWALL OR ANY FURTHER BACK THAN THE REAR KICK PANEL.
10. ALL CAGE MATERIAL MUST REMAIN INSIDE THE PASSENGER COMPARTMENT.

COMPONENTS (Gas Pedal, Brake Pedal, Shifter, Battery Box, Trans Cooler, Gas Tank)

1. NO COMPONENTS MAY STRENGTHEN THE CAR AT ANY TIME
2. COMPONENTS MUST BE FASTENED TO SHEET METAL OR CAGE ONLY

FRAME

1. NO PATCHING RUST. SEE RULE #4
2. NO FRAME CLIPPING or STUBBING PERIOD.
3. FRONT FRAME MAY BE SHORTENED TO THE FRONT EDGE OF THE RADIATOR SUPPORT MOUNTING HOLE/BRACKET. DO NOT SHORTEN INTO THE HOLE. NO SHORTENING OF REAR FRAMES PERIOD.
4. FRAME REPAIR CAN ONLY TAKE PLACE AFTER A CONVERSATION WITH AN ICP OFFICIAL. PICS FOR PROOF OF RUST AND REPAIR MUST BE SUBMITTED PRIOR TO EVENT.
5. NO WELDING ON THE FRAME OTHER THAN WHATS STATED IN THESE RULES. THIS INCLUDES ALL FRAME SEAMS.
6. NO CUTTING AND TILTING FRAMES. FRAMES MAY BE TILTED USING THE FIREWALL BODYMOUNT SPACERS.

BUMPERS

1. ANY OEM LOADED BUMPER PERMITTED. ALL OEM BUMPER SEAMS MAY BE WELDED. AFTERMARKET BUMPERS ARE PERMITTED. POINTS ARE NOT TO EXCEED 14" FROM BACK OF BUMPER. BUMPERS CAN'T EXCEED 8" IN HEIGHT.
2. THIS IS THE ONLY WAY BUMPERS CAN BE MOUNTED. HARDNOSED WITH (1) 4"X12"X1/4" PLATE TO HELP HOLD THE BUMPER ON. THAT'S (1) PLATE ON EACH SIDE (PASSENGER AND DRIVERS SIDE OF THE FRAME). (CAN BE WELDED TOP, BOTTOM, OR INNER OR OUTER). THIS RULE GOES FOR THE BACK BUMPER ALSO.
3. MAXIMUM FRONT BUMPER HEIGHT, 22" FROM THE BOTTOM OF THE BUMPER SKIN TO THE GROUND.

4. MINIMUM REAR BUMPER HEIGHT, 14" FROM THE BOTTOM OF THE BUMPER SKIN TO THE GROUND.
5. REAR BUMPER MUST BE A FACTORY CAR BUMPER. NO LOADING REAR BUMPERS. MAY WELD FACTORY BUMPER SEAMS AND CHROME ON REAR BUMPER.

FRONT SUSPENSION/STEERING

1. ANY FACTORY OEM SPINDLES SWAPS.
2. NO AFTERMARKET OR GM LIFT SPINDLES.
3. CENTER LINK MUST REMAIN FACTORY.
4. MAY USE AFTERMARKET TIERODS.
5. FACTORY OEM BALL JOINTS ONLY.
6. FACTORY OEM UPPER AND LOWER A-ARMS MUST REMAIN FACTORY AND BE MOUNTED IN FACTORY MANNER.
7. YOU CAN HAVE 1" ALLTHREAD SHOCKS. MUST RUN THROUGH FACTORY SHOCK HOLE. (2) 1" NUTS AND (2) 3X3X1/4" PLATES MAY BE USED TO SECURE THE ALLTHREAD. NO WELDING THE PLATES.
8. SWAY BARS MUST BE MOUNTED IN FACTORY WORKING MANNER, TOP AND BOTTOM, USING ALL FACTORY RUBBER COMPONENTS. NO WELDING OF SWAY BAR OR MOUNTING BRACKETS ANYWHERE. CANNOT COME IN CONTACT WITH PULLEY PROTECTOR AT ANY TIME.
9. FRONT SUSPENSION CAN BE SOLID. YOU MAY ONLY WELD (1) 2X4X1/4" PLATE TO THE FRONT AND BACK SIDE OF THE UPPER A-ARM.
10. AFTERMARKET STEERING COLUMNS ARE PERMITTED

REAR SUSPENSION

1. LEAF SPRINGS MUST REMAIN IN STOCK LOCATION. 7 LEAFS MAX WITH 2" STAIRSTEP FRONT AND BACK. NO THICKER THAN 5/16. (5) CLAMPS PER SIDE, 2" WIDE MAX, 1/2" BOLTS MAX. SPRINGS MUST BE MADE OF FACTORY SPRING STEEL.
2. YOU MAY HAVE 1" ALLTHREAD SHOCKS TO SET HEIGHT AND LOCK SUSPENSION.

DRIVE TRAIN

1. ALL AFTERMARKET PARTS LISTED HERE ARE WHAT IS ACCEPTABLE, THERE ARE NO ACCEPTABLE GRAY AREAS. THESE ARE THE AFTERMARKET PARTS YOU MAY USE WHEN MOUNTING YOUR DRIVE TRAIN.
2. ENGINE MAY BE HAVE A SIMPLE LOWER CRADLE WITH A PULLEY PROTECTOR.
3. THE ENGINE MUST BE MOUNTED TO THE ENGINE K-FRAME WITHIN 2" OF THE FACTORY FRAME MOTOR MOUNTS USING RUBBER OEM FRAME MOUNTS OR SIMILAR AFTERMARKET FRAME MOUNTS WITH RUBBER BUSHING. THESE MOUNTS MUST REMAIN WORKING, NO PINNING RUBBER MOUNTS OR RUNNING SOLID MOUNTS.
4. (1) ENGINE CHAIN PER SIDE PERMITTED. YOU CAN ONLY WELD (2) CONSECUTIVE LINKS PER FRAME RAIL. NO OVERSIZED CHAIN LINKS. 3/8" CHAIN MAX.
5. ABSOLUTELY NO HALOS, HALF HALOS, DISTRIBUTOR PROTECTORS, MID-PLATES, HEADER PROTECTORS, OR BREATHER PROTECTORS.
6. NOTHING IS TO BE MOUNTED BETWEEN THE ENGINE AND TRANSMISSION. NOTHING IS TO BE BETWEEN THE FIREWALL OR TRANS TUNNEL BUT AIR.
7. FACTORY OEM OIL PAN MAY BE REINFORCED. THAT MEANS ADD AN 1/8" PLATE MAX TO THE BOTTOM OF THE OIL PAN TO PROTECT FROM PUNCTURES. THIS PLATE MUST BE THE EXACT DIMENSIONS OF THE OIL PAN AND CANT COME IN CONTACT WITH ANY PART OF THE CAR.
8. FACTORY OEM TRANSMISSION PAN MAY BE REINFORCED. SAME RULE APPLYS AS THE OIL PAN.
9. NO AFTERMARKET TRANSMISSION PANS.
- 10.NO TRANSMISSION BRACING OF ANY KIND.
- 11.MAY USE ALUMINUM BOLT ON BELLHOUSING. NO OTHER PART OF THE TRANSMISSION MAY BE MODIFIED.
- 12.TRANSMISSION MOUNT MUST BE RUBBER OR POLY AND MOUNT IN FACTORY MOUNTING LOCATION.
- 13.CROSSMEMBER AREA MUST REMAIN FACTORY.

- 14.SLIDER DRIVESHAFTS ARE PERMITTED.
- 15.DRIVELINE BRAKES ARE PERMITTED, BOLT ON ONLY.
- 16.ANY STOCK 5 OR 8 LUG BRACED REAREND IS PERMITTED. BRACING CAN'T COME IN CONTACT OR REINFORCE THE BODY OF THE CAR. YOU MAY CHAIN THE REAREND USING 3/8" CHAIN MAX. YOU CAN ONLY WELD (2) CONSECUTIVE CHAIN LINKS MAX TO THE HUMP.
- 17.MUST HAVE WORKING BRAKES.
- 18.ANY WHEEL AND TIRE COMBO IS PERMITTED. NO DUAL WHEELS OR TIRES.
- 19.AFTERMARKET SHIFTERS, GAS PEDALS, BRAKE PEDALS, TRANSMISSION/OIL COOLERS, BATTERY BOXES, ARE PERMITTED.

FIX-IT PLATES AND #9 WIRE

1. ALL CARS WILL RECEIVE (6) 4"X4"X1/4" FIX-IT PLATES.
2. FIX-IT PLATES CAN BE USED ANYWHERE OR ANY FORMATION. CANNOT CUT PLATES APART.
3. #9 WIRE MAY BE USED FROM BUMPER TO RAD SUPPORT AND REAR BUMPER TO TAIL LIGHT PANEL. 2 SPOTS ONLY ON EACH BUMPER. 4 WRAPS MAX.